

Ms. MCCARTHY of Missouri; Mr. MONTGOMERY of Mississippi; Mr. HALL of Ohio; Mr. LEWIS of California; Mr. HUNTER of California; Mr. ROBERTS of Kansas; Mr. WOLF of Virginia; Mr. KANJORSKI of Pennsylvania; Mr. McNULTY of New York; Mr. POSHARD of Illinois; Mr. MORAN of Virginia; Mrs. LINCOLN of Arkansas; Mr. CHAMBLISS of Georgia; Mrs. CUBIN of Wyoming; and Mr. LATHAM of Iowa.

CHISHOLM TRAIL ROUND-UP

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from Texas, Mr. PETE GEREN is recognized for 5 minutes.

Mr. PETE GEREN of Texas. Mr. Speaker, over 100 years ago, the last great herd of longhorns made its way from the grasslands of South Texas to the railhead in Abilene, Kansas, along the Chisholm Trail. The settlements dotting the trail grew into towns, and a few, like Fort Worth, became great cities. For 20 years, Fort Worth has set aside 3 days to remember and recognize the heritage of the Chisholm Trail. From June 21 to 23, the Chisholm Trail Round-Up was celebrated in Fort Worth's historic Stockyards District, benefitting western heritage organizations and keeping alive the knowledge of the way our ancestors lived their day-to-day lives.

The festival is a combination of fund, food, and friendly competition, and a time to reflect on an era that is part of the heritage of our Nation, who we are, no matter where we call home.

An estimated 25,000 to 35,000 men trailed 6 to 10 million head of cattle and a million horses between the end of the Civil War and the turn of the century along the Chisholm Trail. Many of the cattle were destined for shipment to the beef packing houses and butcher stalls of the industrial midwest and northeast; other herds supplied Indian reservations and military outposts.

Contrary to the moviemaker's image of the romantic cowboy, riding under the stars and singing around the campfire, the Chisholm Trail promised danger, drudgery, loneliness, and hardship. Years later, memories of raging rivers, stampedes and sudden violence would stir the blood of the older and wiser former cowboys when they clustered together at old settlers' days and country fairs, recounting days that would never pass again.

They came from all over the United States, and even from Germany, Poland, and France. These cowboys weren't paid much: \$30–40

per month if times were good, which wasn't often. Most of them were young. C.K. Ackerman, who hailed from the Texas plains, remembered his first drive to Kansas, which was in 1873. The oldest man in the crew was 25, while the rest ranged between 18 and 22. Some didn't even wait that long to hit the trail. A.D. McGeenhee drove from Belton to Abilene in 1868 at the ripe old age of 11.

One-third of the men who went up the trail were black or Hispanic. Even about 20 women took the trail—and 1, Sallie M. Redus, took her baby along.

The Chisholm Trail did not offer riches to the cowboys, but many went on the fame and fortune after their cowboy days came to an end. Several transferred their skills and experience to the Fort Worth Stockyards, where they became commission merchants and livestock shipping agents for the railroads. E.L. Brouson quit the trail in the 1880's, acquired a small herd of his own and got rich and went broke so many times that eventually he lost count. J.B. Pumphrey and George Hindes became financiers. S.H. Woods served as Duval County judge from 1896 to 1915. Others went on to hold public offices like district attorney, county commissioner, sheriff, marshal, postmaster, city councilman, and even Texas Rangers.

No matter what their later fate, the cowboys who went up the Chisholm Trail left an indelible imprint on our history. A journalist at the end of the era wrote, "The cowboy was generous, brave, and ever ready to alleviate personal suffering, sharing his last crust, his blanket, and often more important, his canteen. He spent his wages freely and not always wisely, and many became easy prey to gambling and other low resorts. But some among them became leading men in law, art, and science—even in theology, proving again that it is not in the vocation but in the man that causes him to blossom and bring a fruitage of goodness, honor and godly living."

The Chisholm Trail Round-Up is a heart-felt celebration of this spirit, and a tribute to the men and women who together forged a new way of life on the American frontier.

VICE PRESIDENT AL GORE COMMEMORATING THE 40TH ANNIVERSARY OF THE INTERSTATE HIGHWAY SYSTEM

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from Missouri [Mr. GEPHARDT] is recognized for 5 minutes.

Mr. GEPHARDT. Mr. Speaker, I am submitting a statement I have received today from Vice President GORE.

This week marks the 40th anniversary of the historic legislation that created our nation's Interstate Highway System. Tonight, at the Zero Milestone Marker on the Ellipse, there will be an event to honor the four visionary Americans who made it possible: President Dwight Eisenhower; Congressman Hale Boggs; former Federal Highway Administrator Frank Turner; and my hero, my mentor, one of Tennessee's finest sons and one of America's greatest Senators . . . my father, Senator Al Gore Sr.

The Interstate Highway System has meant so much to our country. Its creation led to an unprecedented period of national growth and prosperity. It increased safety and dramatically reduced traffic fatalities. And it enhanced our national defense and security.

The Interstate Highway System has literally changed the way we work and even the way we live. But it has done something else, too—something that can't be measured by statistics or dollar signs.

The Interstate Highway System unified our great and diverse nation. As President Clinton has said, it "did more to bring Americans together than any other law this century." And by so doing, it gave our citizens—and still gives our citizens 40 years and about 44,000 thousand miles later—the very freedom that defines America.

Inherent in our Bill of Rights—whether the freedom of religion or press—is the freedom of mobility . . . to go where we please, when we please. Families driving to our national parks on vacation, mothers coming home from work, fathers taking their children to baseball games . . . all depend on the Interstate Highway System—a system that has paved the way not only to the next destination, but to opportunity itself.

A highway to opportunity—that is America. And that is the freedom, I am proud to say, made possible in part by my father's dedication. I'm equally proud to continue that tradition—inspired by him—by working to connect all Americans to the 21st century's highway to opportunity, the information superhighway.

I was always amazed how the voice that called me to the dinner table or reminded me to do my homework could be the same voice that argued so eloquently in the Senate for what can only be described as the greatest public works project in the history of the United States of America. And on this, the 40th anniversary of that accomplishment, I would like to thank my father, Senator Al Gore, Sr.

On behalf of all Americans, I would like to thank him for the Interstate Highway System that, in his words, is truly an "object of national pride." And I would like to thank him, personally, for teaching me both what it means to be a dedicated public servant and a dedicated father.